

# GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

## TECHNICAL TRANSPORTATION COMMITTEE

### MEETING MINUTES

January 21, 2009

Jon Fricker	JTRP
Sallie Fahey	Area Plan Commission
Bob Foley	Lafayette City Engineer's Office
Jenny Bonner joined the meeting in progress but did not vote	
Mark Albers	INDOT – Crawfordsville Division
Opal Kuhl	Tippecanoe County Highway Director
Dave Buck	West Lafayette City Engineer
Sgt. Max Smith	Lafayette Police Department
Jim Knapp (proxy for Betty Stansbury)	Purdue University Airport
Marty Sennett	GLPTC

#### NON-VOTING MEMBERS PRESENT

Tom VanHorn	Community Development/Redevelopment Dept.
Dana Smith	Lafayette-West Lafayette Chamber of Commerce
Larry Heil	FHWA

#### ALSO PRESENT

John Thomas	APC
Doug Poad	APC
Melissa Baldwin	APC
Anna Burman	APC
Jeromy Grenard	American Structurepoint
Joe Spear	INDOT
Ryan Smith	BFS
Tom Vandenberg	BFS
Steve Hardesty	BFS
Michael Malik	Journal & Courier

Chair Jon Fricker called the meeting to order at 2:00p.m.

### **I. APPROVAL OF THE DECEMBER 18, 2008 MEETING MINUTES**

Dave Buck moved to approve the minutes of the December 18, 2008 meeting as submitted. Marty Sennett seconded.

Opal Kuhl stated that on page 6, in item #3 under APC Progress Report, "the Bill Weidelman Group" should be changed to read "Bill Weidelman".

The amended minutes were approved by unanimous voice vote.

### **II. VIDEO CLIP**

Anna Burman presented a video clip of what happened when a private consulting group took traffic counts in the financial district of Boston without obtaining permission. As a result the bomb squad was called into blow up all the traffic counters.

### **III. ACCESS PERMITS**

Mark Albers stated that no new access permits were filed.

### **IV. ACCESS MANAGEMENT PLANS: CR 350 SOUTH & McCARTY LANE**

Steve Hardesty stated that his company was asked to do access management planning for CR 350 S and McCarty Lane, an extension of the planning that was done several years ago.

Tom Vandenberg distributed a handout of the information packet INDOT put together, outlining INDOT's Access Management Guidelines. He then distributed a map showing the existing access conditions on CR 350 S and the proposed CR 350 S Access Management Plan, prepared for the City of Lafayette. He went on to say the main goal of access management is to preserve traffic operations along the corridor while still maintaining proper access for developments. He feels traffic professionals are very familiar with access management to:

1. reduce congestion,
2. improve the flow of traffic along the corridor,
3. maintain aesthetics and
4. improve access for developments and developers.

He believes the key issue is always thinking that land use and transportation coincide and are not independent of each other. INDOT stresses early coordination with INDOT officials. Poor access occurs when site plans are approved before going through the INDOT driveway approval process. INDOT also stresses recognizing the hierarchy of the roadway systems. Some roadways are primarily for travel and often collectors and secondary arterials are the primary classification for access.

The first page of the handout examines and analyzes the existing conditions on CR 350 S. At this point Wal-Mart had been developed and the LUR subdivision had been platted. The second page shows the recommended access locations, using the INDOT Access Management Guide. Existing signals are shown in black and potential signal are shown in red. One of the key principles was to locate signals at essentially equal spacing with unsignalized accesses unaligned so that there are no left turn conflicts.

Sallie Fahey referred to an existing driveway just east of Concord Road, on the north side. She asked if that access will be reopened.

Tom Vandenberg replied that there are a lot of factors to consider and it will have to be determined later as site plans come in. The red line shows the variable distance of where the access can be located toward the south. He recommends that the access should be aligned with the access on the north side. He anticipates a signal will be needed at that intersection due to the proposed retail development.

Sallie Fahey asked if existing driveways are being looked at in this study to determine whether they should be eliminated or relocated. She feels this is an opportunity to look at existing access points and possibly relocating them to better locations.

Tom Vandenberg replied that existing access cuts are shown and are being looked at. There is no plan to eliminate or relocate existing drives. He reminded the Committee that the Access Management Guide is not a static document and will need to be reviewed as development plans come in.

Mark Albers asked Tom Vandenberg if he has been able to maintain the openings with regard to limited access widths.

Tom Vandenberg stated that with regard to this particular plan he has focused on locations rather than widths.

Tom Vandenberg distributed a handout of the existing conditions sheet and also the recommended access sheet for McCarty Lane. He went on to say that before working on this plan he had to look at conceptual thoroughfare plans for the immediate area. Figure 1 shows where potential new roadways will be located as well as the class of those roadways. The existing traffic signals were then noted and also the probable location of future signals along McCarty Lane and the immediate area. Right now the signal locations are very evenly spaced and located along the intersections of arterial roadways and collectors. The second page identifies potential access locations, using principles from the INDOT Access Management Guide. From the locations of the existing signals and using the zoning, he was able to come up with a plan for anticipated access to be located along McCarty Lane. He went on to say the land on the south side of McCarty Lane is zoned industrial so he is not recommending any access along McCarty Lane for those parcels as the access should be located along the north/south collector and the secondary arterial of Park East Boulevard. That recommendation is because most industrial uses have heavy trucks and it is beneficial to have those parcels access the lesser category roadways.

Sallie Fahey asked Tom Vanderberg is he was aware that the 1000' swath of R1 on the north side of McCarty is only temporary, because McCarty Lane was unimproved at this time. The intent is that the GB zoning extend all the way down the north side of McCarty Lane.

Tom Vandenberg was not aware of that.

Bob Foley stated the Lafayette Meadows project has caused the city to take a closer look at the entire area.

Marty Sennett likes the proposal along SR 38. At the corner of St. Francis and Creasy there are a lot of apartments and Section 8 housing and the residents use the bus service. He feels it would be very helpful to have a pedestrian access from those areas to connect with St. Francis Way so that the buses do not have to back up.

Sallie Fahey stated that the apartment owners will have to connect to the trail but the right-of-way abuts their property so it would be to the owners' advantage. She feels a conversation with them is more appropriate.

Bob Foley knows there is a subdivision planned for that area as well as a medical park.

Marty Sennett still believes pedestrian access would be a good thing for CityBus.

Sallie Fahey stated there is a sidewalk on the north side of St. Francis and a trail on the south side.

Mark Albers asked if this study, when completed, will go to the MPO. He asked about the intent of the study and who will approve the plan.

Sallie Fahey stated this plan does not get adopted but added that the plan will be used when reviewing with subdivision requests.

Jenny Bonner replied that the City of Lafayette will accept and approve the plan.

## **V. FY 2009-2013 TIP AMENDMENT**

### **1. DNR Request for Trail in Prophetstown**

Doug Poad stated this request is for a Transportation Enhancement grant to extend the Wabash Heritage Trail within Prophetstown State Park. The trail will be extended 3.1 miles in length and connect the east end of the existing trail to Pretty Prairie Road and connect the west end to the gate house. Construction is anticipated to begin in 2012.

### **2. CityBus JARC Funding Request**

Doug Poad stated CityBus started serving Wal-Mart and other businesses along CR 350 S on January 3, 2008 and this extended service was possible through special federal funds called Job Access Reverse Commute (JARC) funds. CityBus reapplied for JARC funds to continue the service for a second year and the request was approved by INDOT in October, 2008. Of the \$367,500.00 operating cost \$183,750.00 is JARC funds and the remaining \$183,750.00 is derived from passenger fares and local taxes.

### **3. Projects Programmed for the Biennial Budget**

Doug Poad stated INDOT, with the approval of FHWA, developed a new strategy to address the expected loss of local federal funds when SAFTEA-LU expires later this year. The new strategy adds specific project information directly into the State's biennial budget and preserves project funding after SAFTEA-LU expires. INDOT officials asked each MPO to provide target dates, including both month and year when the federal funds would be obligated, which will lock in the year the federal funds would be obligated. Even though a project may not meet the anticipated date and falls into the next biennial budget, there may be some flexibility for obligating funds within the biennium. After presenting the strategy to all MPOs last October, INDOT officials asked that the information be returned by November 7<sup>th</sup>. He then presented the table showing a summary of the changes to current projects using SAFTEA-LU STP funds as well as projected funding for FY 2010 and 2011. Also some STP funds were redistributed.

### **4. INDOT Requests for Microsurface Treatments on SR 28 & SR 43**

Doug Poad said INDOT's request includes a microsurface project on SR 43 from approximately SR 225 north into White County and a microsurface project on SR 28 from the east junction of US 52 into Clinton County.

Dave Buck referred to the second page of the staff report and stated he has different amounts for preliminary engineering phase and right-of-way phase on Yeager Road as well as different dates.

Dave Buck moved to recommend approval of the **FY 2009-2013 TIP AMENDMENTS**, subject to checking details of the Yeager Road project. Bob Foley seconded.

Jim Knapp asked if the dollar amount for US 231 is correct.

Doug Poad confirmed that that was the number that was established last fall.

The motion carried by voice vote.

## **VI. 5% REPORT UPDATE**

Jon Fricker distributed a handout and stated he asked Professor Tarko about the report. Dr. Tarko confirmed Melissa Baldwin's assertion at last month's meeting that the data comes out of the crash report and put on a link list by a student. It is put in the form of an English description and then it is geocoded later, resulting in a lat/long (latitude and longitude). Because US 231 is not where it used to be things get put in the wrong place. The student provided him with an accounting of various locations without detailing.

Sallie Fahey asked who is thinking wrong about 4<sup>th</sup> Street.

Jon Fricker replied that whoever did the geocoding made the error.

Melissa Baldwin stated she spoke with the contractor and he is waiting for a GIS road layer update from INDOT. This cannot be corrected at this time but the contractor is keeping an eye on the locations.

Jon Fricker asked Melissa Baldwin if she is referring to the contractor that sells the data.

Melissa Baldwin replied that Holtz and Sheets is the contractor.

Jon Fricker stated that Dr. Tarko told him an attempt was made to correct this problem but ran into not only lack of interest but pushback. The biggest problem is on US 52, which is also US 231 when you get out west toward Montmorenci. He hopes the new center line data will resolve most of the problems.

Melissa Baldwin disagreed. She believes the reported descriptions are incorrect. She is working with Rick Walker to improve the geocoding for the Sheriff's Department. She hopes all the other agencies will start using that this year.

Sallie Fahey asked if Professor Tarko is interested in better data.

Jon Fricker replied that Professor Tarko would like to have better data. He is also at the mercy of the data he is provided with.

Sallie Fahey added that she would be happy to ask the MPO Directors if they would all be willing to share their improved crash report data with Professor Tarko.

## **VII. APC PROGRESS REPORT**

### **1. INDOT 18-Month Letting List**

Doug Poad referred to the distributed copy of the letting list and stated there have been a few changes. The wildflower beautification project and the intersection improvement project on SR 25 at CR 575 and CR 500 W have been moved off the list. There is a new project on Yeager Road scheduled for an August letting and the landscaping for SR 26 should be on the March letting.

Sallie Fahey stated the issue is that there is an LPA contract whereby it obligates the APC for things that we are not going to do because the wildflower beautification project is an INDOT project rather than an LPA project. The contract needs to be worked out so we are not contributing STP funds to an INDOT project other than those already committed for landscaping.

Mark Albers stated that that is not a let project but rather the project has a des number for budget tracking.

Sallie Fahey stated we are not going to be billed for the project because we do not have the money. Either INDOT or FHWA still has the money from our STP funds and it will simply be a transfer on the books.

Doug Poad then stated that there are several projects related to the Hoosier Heartland coming up in July.

### **2. US 52 Corridor Study Update**

Opal Kuhl believes the work contracts are worked out with HNTB. There is also the agreement that was signed by the county and right now those are being reviewed by the attorney. She feels the project is ready.

### **3. Shelf Ready Projects for Potential Federal Stimulus Package**

John Thomas stated he has been meeting with city and county engineers and Purdue trying to anticipate what the federal stimulus bill will mean to the community. They have put together a preliminary list, which has been forwarded to INDOT. INDOT has given more guidelines and they would like the list to be more refined. The guidelines are still sketchy and he hopes to come up with a revised list for INDOT to use next week.

#### 4. Administrative Committee

Sallie Fahey informed the Committee that late last summer John Thomas pre-arranged a series of quarterly Administrative Committee meetings for the specific purpose of keeping on top of getting projects obligated before the end of the bill. The next scheduled meeting is February 17, 2009 at 1:30pm at Lafayette City Hall. John Thomas will be setting up the next several Administrative Committee meetings because the new *TIP* will be going through the approval process as well as monitoring the progress of the projects obligated under SAFETEA-LU.

#### 5. Tech Roster

Sallie Fahey asked the Committee to verify the information on the email distribution and roster lists for the Technical Transportation Committee before the list is distributed.

#### VIII. OTHER BUSINESS:

Jon Fricker stated the Technical Transportation Committee will next meet on Wednesday, February 18, 2009 at 2:00pm.

Dave Buck stated that last week the City of Carmel was awarded the 2009 National Round-about Conference. He sent Carmel a letter of support and offered assistance if it is needed.

Mark Albers stated he will continue to serve as a regular voting member and Joe Spear will be his proxy.

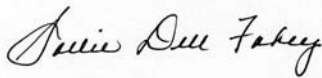
Larry Heil stated everyone is actively chasing the economic stimulus and it is basically a doubling of the program. It is critical the MPO works with the district to make sure everything is set and ready to go.

Sallie Fahey noted that the Purdue projects that are related to the Long Range Transportation Plan are included in our list. That includes the airport projects and transit stimulus projects.

#### IX. ADJOURNMENT:

Opal Kuhl moved to adjourn the meeting. Dave Buck seconded.

The meeting adjourned at 2:50p.m.



Sallie Dell Fahey  
Secretary